

for the Colonies, with respect to the Estimates. It is published in another column. His Excellency added—I am not sure whether or not it has been general to lay before the Council any despatches from the Secretary of State with regard to our Estimates, but I cannot see that there is any despatch from him which is of more interest to the community at large, and to this Council in particular, than they are. I have therefore considered that it is more satisfactory, instead of my making a personal explanation with regard to so important a subject, to lay before you the opinions and conclusions to which he has come.

THE RE-ADJUSTMENT OF THE POLICE STAFF.
The Acting Colonial Secretary moved that a recommendation to vote \$420 as salary of a musketry instructor and storekeeper be referred to the Finance Committee.

His Excellency added—Before it is referred it is well that I should state the circumstances under which this vote is asked. At an early period of this year the Governor communicated with the Secretary of State on the subject of the Police Force here, and made certain suggestions, in which he recommended that the office of Adjutant should be abolished, as also that of store sergeant. I believe he also contemplated the possibility of abolishing the post of Chief Inspector, inasmuch as he recommended that the officer who now holds that post be Assistant Superintendent of Police. If all these recommendations were carried out, and the reductions contemplated effected, there is no doubt that a considerable saving would have resulted. The salary of the Adjutant—or rather the pay he now receives—is \$1,200 a year. That of the Store sergeant is \$1,400; and that of the Chief Inspector is \$1,400. The Governor did not contemplate increasing the salary of Mr. Horspool as Assistant Superintendent, by \$500, but that a musketry instructor should be appointed at the salary you are now asked to provide—\$720. This would take \$120 off the sum saved, leaving \$1984. But I am informed that there is no office of Store sergeant—the duties are performed by a constable, so that if he were removed no saving would be effected. I am also informed that it would be impossible to do away with the post of Chief Inspector, and therefore the abolition of two of the three offices contemplated appears to be impossible. Under these circumstances, instead of there being a saving I fear there will be a slight increase, but not much, and so doubt the Governor made these recommendations with a view to placing the Police force on a more satisfactory footing than it then seemed to be. But I do not wish this Council to vote any money under the impression that there will be a saving when such will not be the case. I have not yet gone deeply into the question as to whether it will be necessary to have a constable with or not; if the office can be abolished, but a saving of no little amount will be continued, notwithstanding that the present holder of that office will continue to perform many of the duties.

THE DRAINAGE OF THE ITALIAN CONVENT.
A vote of \$200, recommended for the improvement of the drainage of the Italian Convent, was referred to the Finance Committee.

His Excellency explained that it had been recommended by Mr. Osbert Chadwick.

GRATUITY.
A recommendation to grant a gratuity of \$63 to the mother of a late Chinese constable who had served over fourteen years, was referred to the Finance Committee.

ANOTHER INCREASE.
A vote of \$60, being an increase of \$10 a month to the salary of the first ward-master at the Civil Hospital, was referred to the Finance Committee, after a speech by the Administrator, the length of which seemed scarcely justified by the importance of the matter.

The Council then proceeded to consider the report of the Special Committee appointed to draft the new Standing Orders. A summary of the proceedings will be given in to-morrow's issue.

OFFICIAL SALARIES IN HONGKONG.

The following despatch respecting the estimates of revenue and expenditure for 1890, was presented to the Legislative Council, this afternoon—

Downing Street, 18th April, 1890.
SIR,—I have had under consideration the Estimates of the Revenue and Expenditure of Hongkong for 1890 which accompanied Sir George Des Vaux's Despatch No. 391 of the 24th of December last.

2. Subject to the reservations contained in the following remarks, I approve of the proposed expenditure.

3. In his Despatch No. 326 of the 21st of November 1888, Sir George Des Vaux enclosed a scheme by the Head Master of the Central School, according to which considerable additions would be made to the salaries of his staff. Sir George Des Vaux stated that he was not prepared to adopt this scheme without consulting me, and added that he hesitated to put the salaries at the figures suggested. I requested him to make recommendations on the subject after consultation with the Executive Council. It now appears that Mr. Wright's scheme has been practically adopted *en bloc*. In the absence of any explanation, I can only conclude that after due deliberation and consultation with the Executive Council, Sir George Des Vaux's scheme was removed, and that the salaries now proposed are not considered more than sufficient. On securing the services of competent masters. On that understanding I approve of these increases. The salaries affected are of all courses be thus removed from the operation of any general account of increase which may be adopted on account of a rise in the cost of living in the Colony.

4. Under the head of Works and Buildings, I observe an increase of the vote for repairs from \$21,000 to \$25,000. This I presume is in consequence of the damage done by the great rain-storm. But whatever the cause may be it should have been stated in the notes, the increase being a considerable one. The increase for "maintenance of water works" and for "miscellaneous works" are even greater in proportion to the total amount and deserve some words of explanation.

The preceding remark applies equally to the increase of the item for "Local Police Telegraph services" under the head "Miscellaneous" and to that for "printing forms and documents for all Departments."

6. A very large proportion of the total proposed increase of ordinary expenditure, (indeed nearly one half), is under the heading "General Department." Sir George Des Vaux appears to have practically embodied in the Estimates the staff proposed by his Despatch No. 334 of the 27th of July last. This would amount to something like \$16,000 or \$17,000 out of the total increase of \$24,482. The remainder consists apparently of increases to subordinate officers, such as overseers and clerks, and the creation of new offices of like nature. In regard to these latter offices, I have on a previous occasion expressed my opinion in favour of accepting the Surveyor-General's recommendations as endorsed by the Governor in Council. But with respect to the officers which formed the subject of Sir George Des Vaux's Despatch No. 334 of 27 July 1889, and my reply

No 243 of 28 December, I reserve approval of the present Estimates pending the consideration of the further report on the subject from Mr. Brown, in the last mentioned Despatch I requested Sir George Des Vaux to prepare.

7. With regard to Mr. Brown's own salary, I notice that Sir George Des Vaux considers that in the present circumstances of the Department a salary of £1,000, by which I presume is meant \$6,500, is sufficient for the Surveyor-General, and he only recommends a salary of \$7,992 in consideration of Mr. Brown having been led to expect a salary of £1,200 before he left Cyprus.

With respect to this consideration I have only to refer to the last paragraph of my Despatch No. 170 of the 3rd of August last, and looking to the fact that \$6,500 will be an increase of more than £200 on the rate of salary paid to Mr. Brown in Cyprus, subsequently to his appointment there being changed from a temporary to a pensionable one, I am not prepared to sanction a larger salary than this amount.

8. Turning to the Estimates of expenditure on extraordinary works, I am somewhat at a loss, owing to the absence of information and the existence of some apparent discrepancies between the statement furnished by the Acting Auditor General, and the corresponding statement by the Auditor General in connection with the Estimates for last year. The works which appeared in the last named statement are now omitted, viz. the Slaughter House, Sulphur Channel, estimated to cost \$50,000, of which, according to the Surveyor-General's statement, \$500 has probably been spent, and the Police Buildings extension, estimated to cost \$135,000, of which \$47,188 had been spent up to 31st December, 1889.

9. It is not stated whether the new one District School and the two public latrines now estimated for, are to take the place of the 5 schools and 12 latrines put down in last year's Estimates. If the Colony is committed to building the larger number, they should have appeared in the statement, although only the cost of those which could be built within the year would be included in the votes. Again the Estimate for the Cattle Market, Extension and new Sheep and Pig Market, is \$20,000, and a vote for the whole of this is taken, although \$15,530 is said to have been spent before the 31st December, 1889. Similarly the entire estimate for the Filter bed at Pokfulam, viz. \$35,000, is inserted, although \$4,000 were spent in 1889.

10. I notice a large increase in some of the Estimates of the total cost of works—that for the new Central Market was raised and more than doubled before Mr. Brown's appointment, but he has revised and increased those for Hospital quarters from \$41,000 to \$75,000, Laundries from \$2,000 to \$25,000, Police Station, Aberdeen, from \$20,000 to \$25,000. The Epidemic Hospital from \$30,000 to \$50,000.

On the other hand there is no vote for a new Gaol, the necessity of which has been repeatedly pressed upon the Hongkong Government.

11. I do not wish to imply any doubt that the Colony, provided the Estimates continue to be submitted in a substantial way, many public works for which there is pressing necessity, but the way in which the Estimates have been framed of late years seems to indicate a tendency to initiate numerous works on a perhaps unnecessarily liberal scale, without due regard to the capabilities of the Public Works Department, the relative importance of the works, and the possibility of defraying the total expenditure to which the Colony will thus be ultimately committed.

12. I shall be glad to receive at an early date an accurate statement showing all the public works which are in contemplation, with the estimated cost of each, the amount spent on each up to the 31st of December last, and the amount which it may reasonably be expected that the Public Works Department will be able to spend on each during the year. I need scarcely point to the futility of placing on the Estimates sums largely in excess of the powers of that Department to make use of. The statement requested should include details and explanations of the items for "Sanitary Works" which was originally \$1,500,000 (of which about \$500,000 has been spent), and as to which no information has ever reached me. The public works to which the Colony is actually committed should be distinguished, and a statement made as to the comparative urgency of all. It seems that even if funds are forthcoming it will take many years to carry out the programme now contemplated, and unless some works are altogether postponed others of pressing necessity must be delayed.

13. Pending the receipt of the information above asked for, I limit my approval to those works to which the Colony is already committed, and to those which are deemed to be of urgent necessity.

I have the honour to be, Sir,
Your most obedient humble servant,
KNUTSFORD.

P.S.—I have to add that if it should be decided that any general increase of salaries should be given in Hongkong, and the rate of exchange for drawing salaries on leave and pension in this country be lowered as a condition for the increased salary, as has been proposed in similar circumstances at the Straits Settlements, the same condition will be applied to the increases of salary to the Schoolmasters and the Surveyor General sanctioned in the present Despatch.

CORRESPONDENCE.
(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

NAVAL VOLUNTEERS.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Will you allow me to suggest that the formation of a Naval Volunteers Corps as an auxiliary to the Royal Navy for the defence of this colony be re-considered?

Should war threaten, every available seaman will be needed by the Admiral Commanding the Station to complete the establishment of his fleet of sailing ships, and in actual war-time to fill up casualties.

The resources of the Dockyard will be taxed to the utmost, so that it is extremely doubtful whether either the gunboats and torpedo boats now in reserve could be manned at all.

A small but efficient Naval Volunteer Corps, similar to those already established in England, India, and in the Australasian Colonies, would at once supply the deficiency and set free the seamen of the Royal Navy for their more legitimate work.

I have reason to believe that the Naval authorities here would welcome such an addition to the forces at their disposal and I know that the Admiralty at home would gladly avail themselves of the services of such men as Hongkong can supply, and likewise give them all facilities for learning the necessary drill and Naval routine.

There is a good deal of fascination in the idea of Naval Volunteer Corps, and the sea, practical work, and interesting drill, and an intimate relation with the Royal Navy, of which all Englishmen are so proud.

It is now an accepted principle at home that none of Her Majesty's sea-going ships are to be depended upon for the local defence of harbours or ports. Their first, and only, duty is to keep the seas open by blockading the enemy. It becomes, therefore, the duty of the ports

themselves to provide some Naval defence outside the limits where military defence is practicable.

Should Imperial or Colonial needs require Volunteers, the boating and yachting men of Hongkong, whether employed in supplementing the crews of Her Majesty's ships, or in manning local steam launches fitted with spar torpedoes or quick-firing guns, must render good service.

I am, Sir,
Your obedient servant,
CHARLES E. SETH-SMITH,
Commanding London Brigade, Royal Naval Artillery Volunteers.
Hongkong, June 9th, 1890.

THE "LIKIN" ON OPIUM.
TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
In answer to "John Bull's" letter re the tax on opium, I should like to remind him of the following fact, which seems to have escaped his memory—

Some time ago it was decided by the Supreme Court of Hongkong that 40 balls of opium tied up in parcels, and scattered all about a boat, was a cheat of opium, in its original package, according to the interpretation clause in the Opium Convention. Now, if John Bull can drive a carriage and pair through the Convention in this matter, why should not the Chinese authorities follow John's example by raising the duty on the drug? I can easily understand that Mr. Bull doesn't like to have the boot on the other foot; but if he will be logical, he must grin and bear it.

Yours truly,
TAI HO.
Hongkong, 7th June, 1890.

THE BURNING OF THE "PAOCHING."

The following is the finding of the Naval Court of Inquiry at Shanghai on the 4th inst. held to inquire into the circumstances attending the destruction by fire of the steamship *Paoching*—

The *Paoching* was a steam-vessel, schooner rigged, of 1,410 tons registered tonnage. Official number 72,814; built at Shanghai in 1889 and belonging to the port of Shanghai.

It appears from the evidence given before this Court that she sailed from Shanghai on or about the 29th May, 1890, for Hankow with a general cargo, (and a crew of thirty-two hands, all told, as well as passengers, probably between 50 and 60.)

That about 25 miles from Woosung, when steering a N.W. course, fire was discovered on the starboard side of the main deck before the engine-room.

From the evidence the Court are of opinion—That the fire originated in the cargo, causing the ship to be entirely destroyed.

That the master appears to have navigated his vessel in a seamanlike and proper manner, and when the casualty occurred, did everything in his power, with the limited means at his disposal, to save the ship and passengers, viz., by attempting to beach the vessel, and extinguish the flames with the fire hose and buckets.

That, owing to the rapid spread of the flames and smoke, the engines could no longer be worked, whereby it became impossible to carry out the above intentions.

That proper efforts were then made by the master to save the lives of the passengers and crew, by anchoring, and lowering such boats as were available.

That the chief mate, Mr. E. Christiansen, second mate, Mr. Strondbell, the chief engineer, Mr. H. Dalgarne, and the second engineer, Mr. David Wilson, did their duty, and remained at their respective posts as long as possible, and did their best to carry out the master's orders.

That the Court desires especially to direct the attention of the Board of Trade to the fact, that they consider the appliances for extinguishing fire and the number and capacity of the boats, considering the number of people carried, were quite inadequate; that the regulations, if any, for stowing dangerous cargo do not appear to have been known by the officers responsible; and that the officers and crew had not been exercised at fire drills, and that if they had been so organized, the fire engine might have been worked before the engine-room was inaccessible through smoke.

That the masters of the British steamships *Nankin*, of London, official number 87152, Mr. Wm. Baxendale; *Sual*, of Hongkong, official number 64100, Mr. James H. Scott; and *Taiwa*, of London, official number 7276, Mr. John Jones; showed praiseworthy humanity in standing by the burning vessel and doing their best to save life by means of their boats.

The expenses of this Court, fixed at £12.2.0, are approved.

Dated at Shanghai this 4th day of June, 1890.
E. G. SHORTLAND,
President of Naval Court,
Lieutenant R.N., H.M.S. *Hyacinth* at Shanghai.

G. M. P. PLAYFAIR,
British Vice-Consul at Shanghai, Member.

W. J. NANTWES,
Master of British steamship *Edwina*, of Greenock, official number 68380; Member.

FOOCHOW SCURRY MEETING.
TUESDAY, 27TH MAY, 1890.

The SCRAMBLE, value \$15; for all China Ponies; weights as per scale; entrance \$1. Half-mile.

Mr. Escher's Wild Wood, Mr. Greaves 1.
Mr. Belmonte's Wild Wood, Mr. Oswald 2.
Mr. Simpson's Waylong, Mr. Ramsay 3.

Witchcraft dashed off with the lead, but was soon passed by Wild Wood, who had the race in hand all the way and won easily. Time 1 min. 6 secs.

The MAY STAKES, of \$1 each, with \$10 added; for Foochow Subscriptions Ponies only; weights as per scale; winner of the scramble 1 lb. extra. Once round.

Mr. Cameron's Blitz, Mr. Oswald 1.
Mr. Boco's Buster, Mr. Ramsay 2.
Dr. Gardner's Fritz, Mr. Siemens 3.

Blitz led the whole way round and won as he liked. Time 1 min. 25 1/2 secs.

The DRAGON STAKES, of \$1 each, with \$10 added; for all China Ponies; weights as per scale; winners 7 lbs. extra for each win at this meeting. Three quarters of a mile.

Mr. Escher's Wild Wood, Mr. Greaves 1.
Mr. Cameron's Blitz, Mr. Oswald 2.
Mr. Graham's Vendetta, Mr. Moorhead 3.

Blitz led the lead to the quarter mile post, where he was collared by Wild Wood, winning by a length. Time 1 min. 43 1/2 secs.

The CONSOLATION CUP, value \$15; for all China Ponies; that have run at this meeting and have not won a race; catch weights; entrance \$1. Once Round.

Mr. Belmonte's Witchcraft, Mr. Oswald 1.
Mr. Boco's Buster, Mr. Ramsay 2.
Dr. Gardner's Fritz, Mr. Greaves 3.

This was the best race of the afternoon, the riders catch weights, making the most perfect hard-ship. Witchcraft gave Buster 23 lbs. Witchcraft led into the straight where Buster, driven hard, came with a rush and the pair raced neck and neck to the finish, a dead-heat being the result. Time 1 min. 25 1/2 secs.—*Echo*.

CHUNGKING.
(FROM OUR OWN CORRESPONDENT.)
May 10th, 1890.

And so the Convention has been signed opening Chungking as a treaty port. To think that after the travail of all these years there should be brought forth only this! That no one of our little foreign community is especially elated need cause little surprise. We shall be as isolated as ever. Our mail will reach us no sooner. An average of a month must still be consumed in travelling from Ichang to Chungking. Our goods must still come by native boats and be exposed to heavy risk of damage or total loss.

Our valuable lives—valuable at least to the possessors—will still be exposed to as great dangers as ever. Perhaps we shall be thought ungallant, nay no doubt we are. To be ungallant, as well as to err, is but human. Doubtless we ought to be thankful for small favours, trusting that greater will follow. The fact is, however, if it must be confessed, there are those who have the temerity to question the wisdom of the whole arrangement. They regard it as a needless surrender to pig-headed obstinacy and ignorant obstructiveness. A little more firmness in the matter, and steamers might have been running to Chungking for the last two years.

If the Governor-General should chuckle a bit over his success in heading off the foreigners, could anyone blame him? Following is a translation of his proclamation which has been displayed at the Taotai's yamen here for the last week—

"Li, the Governor-General of Szechuan, desires to make a clear statement concerning the matter of the English merchants' steamer coming to Chungking. Formerly we despatched the Taotai Chou, the Prefect Tang, and the Magistrate Li and Kwoh to Ichang to meet the English Consul and consult with him in regard to steamers ascending the river. Their idea was that in case of danger to native boats, goods or collision the steamer company should say in full, but this the English Consul persistently refused. The matter was contested for the space of a year without coming to an agreement. Later the public Envoy residing at the capital (the English Minister) being in consultation with the Tsung-li Yamen, the Customs Commissioner acting as intermediary counselled that they change the Chefoo treaty and agree upon special articles. These were to the effect that, the affair of the Little Hong having been settled by China's paying for the steamer and buildings, it is now permitted to use the ordinary Szechuan boats for the transportation of goods from Ichang to Chungking, thus putting an end to talk about steamers."

The agreement consists of six articles. The first article provides that they may either hire Chinese boats or build themselves boats after the Chinese pattern. Since in going and coming upon Chinese Szechuan rivers there will be then no danger of harm from collisions, and as the boatmen employed will be still Chinese, they will have the means of obtaining a livelihood. Having petitioned and obtained the Imperial consent, commissioners have been appointed to sign the agreement.

"Now, having received an official despatch from the Tsung-li Yamen, it is necessary that we make a clear announcement in order that the boatmen on the Szechuan rivers together with the soldiers and people may thoroughly understand the matter. Hereafter when foreign merchants open places of business in Chungking, they are to have the permission to use Chinese boats or to build after Chinese patterns, still employing Chinese boatmen and giving the Szechuan people the means of obtaining a livelihood. All this advantage is due to the fact that the Tsung-li Yamen have gone back and forth discussing the matter until their lips are parched and their pens are worn out. Therefore let all the Szechuan people take heed and be governed accordingly without further opposition. Should there be any obstinately disobedient who on pretext collect a crowd and create a disturbance, we will surely seize the ringleaders and their followers and, in accordance with the laws in the case of the assembling of banditti, severely punish that and without mercy. Do not then say that we have not warned you. In order that each may take careful heed and not disobey have we issued this proclamation."

The proclamation speaks for itself. So, as appears on the face of it, it is intended to put an end to all further talk about steamers coming to Chungking. Can any one read it without being deeply touched at the evidences of tender paternal interest manifested by the Chinese government in the Szechuan people? Steamers are not to be permitted to come for fear of collision with the native boats. As well might one oppose the introduction of railroads for fear there might be people run over and killed.

But about the influence on trade of opening Chungking as a port? Will it not be stimulated and extended to more distant points? No doubt it will, but to a much less extent than if steamers could run. It is the emptiest opposition which usually makes the greatest noise.

On the 30th of March Jacob Mollmann, for 25 years a well-known colporteur of the British and Foreign Bible Society, passed away. I do not know of any one engaged in a similar work who approached him in years of service. Though a Russian by birth, he leaves a daughter by an English wife. He fell ill while away on a journey, but fortunately was able to reach a mission station, where kind hands ministered to him during his last hours. At a recent meeting of the missionaries' resolutions were drawn up expressing their sense of loss and bereavement at his death.—*N. C. Daily News*.

TIENTSIN.
Tientsin, 31st May, 1890.

It is reported that Viceroy Li has appointed Taotai Chou Chiao to succeed Viceroy in Korea, as the Chinese Resident. Chou Taotai, is the late Director of the Jehu Silver Mines, and is not credited with exceptional ability.

The son of Li Han-chang, Viceroy of the Two Kuang, has gained the degree of *Chin Shih*, and the chance of his obtaining the *Chin Shih* degree is good, as his penmanship is very fine.

Li Han-chang, known in England as Lord Li, the son of the Viceroy Li, who came recently from England for the purpose of passing the examination in Peking for *Chin Shih*, in which he failed last year, was not admitted to the examination for the reason that one of the eighteen sub-

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See Special Circular.

NOTICE.—Complete Clearance Sale of High Class and other Furniture, Furnishing Requisites &c., &c., in view of extensive Alterations to Premises. This important Sale commences on Tuesday, July 1st, for further particulars see future announcements.

HONGKONG TRADING CO., LTD.
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Hongkong, 5th June, 1890.

examiners was a family connection. He has been appointed an excellent Taotai, and will probably soon go to Kiangsu. It is expected that the next term of the Shanghai Taotaiship will fall to him.

Prince and Princess Lobanow de Rostoff, from the Russian Legation in Peking, are on their way to Yokohama, to which port Prince Lobanow has been appointed Consul. The post of Secretary of Legation, vacated by the Prince, will be filled by a Mr. Brunner, shortly expected from Europe. Prince and Princess Lobanow have been exceedingly popular during their stay in Peking, and their absence will be felt as a great social loss to the community. We wish them every success in their new station.

During the past week fires have broken out in several places on both sides of the river between the settlement and the city, but have not been of a serious nature. A fire occurred on the 29th May, close to the French Police Station. The pumps belonging to the foreign concessions could not be got to play but as the fire was a small one it was extinguished with buckets of water, gongs, and bells.—*Chinese Times*.

Today's Advertisements.
FOR SHANGHAI.
THE Steamship
"YANGTSE."
Captain C. W. Tennings, will be despatched for the above Port, TO-MORROW, the 10th inst., at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 9th June, 1890.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"CATTERTHUN,"
Captain Darke, will be despatched for the above Ports, on FRIDAY, the 20th instant, at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co., Agents.
Hongkong, 9th June, 1890.

FOR NAGASAKI AND KOBE.
THE Steamship
"ALBANY,"
Captain Porter, will be despatched on the 14th inst.
For Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 9th June, 1890.

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA, VIA INLAND SEA.
THE Steamship
"DENBIGHSHIRE,"
Captain Rickard, will be despatched on the 16th inst.
For Freight, apply to
ADAMSON, BELL & Co., Agents.
Hongkong, 9th June, 1890.

MOGUL LINE.
NOTICE TO CONSIGNEES.
S.S. "PATHAN."
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.
CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.
All claims against the Steamer must be presented to the Underwriter on or before the 16th inst., or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co., Agents.
Hongkong, 9th June, 1890.

WE have authorized Mr. CHARLES STEWART SHARP to sign the name of our Firm in Hongkong from this date.
GIBB & LIVINGSTON & Co.
Hongkong, 9th June, 1890.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"ARRATO IN APCAR,"
Captain J. G. Spence, will be despatched for the above Ports, on FRIDAY, the 13th instant, at NOON.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, 9th June, 1890.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)
THE P. & O. S. N. Co.'s Steamship
"VERONA,"
Captain C. F. Preston, R.N.R., will leave for the above places, on SATURDAY, the 14th inst., at DAYLIGHT.
E. L. WOODIN, Superintendent.
Hongkong, 9th June, 1890.

STEAM TO STRAITS AND BOMBAY.
(Calling at Colombo if sufficient inducement offers.)
THE P. & O. S. N. Co.'s Steamship
"LOMBARDY,"
Captain Laughton, will leave for the above places, at DAYLIGHT, on SATURDAY, the 14th June.
E. L. WOODIN, Superintendent.
Hongkong, 9th June, 1890.

NORDEUTSCHER LLOYD.
NOTICE.
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship
"GENERAL WERDER,"
Captain M. Elchel, will leave for the above Ports, on or about the 15th instant.
For further particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 9th June, 1890.

NORDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
"BRAUNSCHWEIG,"
Captain A. Meier, will leave for the above place about 24 hours after arrival with the outward German Mail.
For further particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 9th June, 1890.

NORDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
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